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'71-'72 Transit Fact Book

TRANSIT FACT BOOK

Annual Summary of Basic Data and Trends
in the Transit Industry of the United States

1971 - 1972 EDITION

THIS IS THE TWENTY-NINTH annual edition of the Transit Fact Book compiled by the Statistical Department of the American Transit Association. It is identified as the "71-72" edition and covers operations of the U.S. transit industry through 1971. (The figures reported for 1971 are preliminary.)

The transit industry represented in this publication comprises all organized local transportation agencies, both publicly and privately owned, in the United States. It does not include taxi cabs, suburban or commuter railroads, sightseeing buses or school buses.

Any differences between figures reported for 1970 and earlier years as shown in this issue of the Fact Book as compared with data published in earlier editions, are the result of adjustments necessary to take into account subsequent information.

DISTRIBUTION BY POPULATION GROUPS

The several tables in which industry totals have been distributed by population groups are based on the 1970 U.S. Census of Population for 1970 and 1971. The 1960 U.S. Census of Population was used from 1961 through 1969 and the 1950 Census was used prior to 1961.

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LEGISLATIVE WRAP-UP — 1971

The legislative docket was full again in 1971, as ATA concentrated on a wide range of proposals vital to the cause of urban mass transit. Included were:

- The funding level of the Urban Mass Transportation Administration.
- The drive for federal fare stabilization payments for an industry currently weighed down by a collective operating deficit of over one-third of a billion dollars.
- The overtime exemption for operating employes of transit systems.
- The necessity for permissive legislation to allow the use of 102" buses on the nation's Interstate Highway System.
- The "National School Bus Glossy Yellow" provision.
- Repeal of the 10% excise tax on buses.

Funding Level

In assessing the hopes and plans that were generated by the passage of the Urban Mass Transportation Assistance Act of 1970, the expenditure record for fiscal 1971, by any measure, was a vast disappointment.

The Office of Management and Budget (OMB) late in January took an ax to the Urban Mass Transportation Administration (UMTA) budget and chopped it down to the bone.

ATA detailed the industry's needs in testimony before the appropriations committees of the House of Representatives and Senate in May and July.

Following ATA testimony, the Senate and House Conferees on Appropriations agreed in August to a $900 million ceiling, $300 million above the administration request. Recognizing that the $900 million is still $100 million under the Senate-passed version, ATA at year's end is continuing its effort to secure the maximum obligations for fiscal 1972.

Fare Stabilization

Perhaps the single most vital goal of ATA currently is the passage of a program of federal fare stabilization payments or operating assistance for transit.

On April 6 representatives of ATA and the transit industry told a Senate subcommittee that the transit industry is on the brink of bankruptcy, and that financial aid in the form of fare stabilization payments is a desperate industry need.

The bill the panel was supporting was S870, authored by Senator Harrison A. Williams, Jr., (D–N.J.) and Charles A. Percy (R–Ill.), intended as a stop-gap measure to meet the growing financial crises of the nation's transit systems.

102-Inch Bus

In July the House of Representatives approved a bill (HR4354) to authorize an increase of six inches in the widths of buses allowed to operate on the Interstate Highway System. ATA, joined the National Association of Motor Bus Operators in supporting the measure.

ATA termed the ban on 102-inch-wide buses a serious drawback to bus transportation especially on those properties offering charter service. ATA added that wider aisles made possible by wider buses is an important safety and convenience factor and that wider buses also provide more shoulder and hip room for seated passengers.

The House-passed bill was referred to the Senate Works Committee,

Overtime Exemption

Another major concern to ATA is a proposal that would repeal the present overtime exemption for operating employes of transit systems.

ATA testified in April before the General Labor Subcommittee urging the retention of the present overtime exemption, pointing out that several hundred transit systems would be seriously affected if this exemption is repealed. ATA pointed out that the bill would maintain the overtime pay exemptions for interstate motor carriers, railroads, express companies, pipelines, air carriers and taxi cab drivers while in the same breath it denies this exemption for urban transit operating employes.

In September ATA testified on the Senate version of the bill, attempting to bring home to Congress the fact that the ultimate ones to suffer if the overtime exemption is repealed would be the people dependent on public transportation.

Yellow School Bus

The push for a nationwide yellow school bus came to a stop sign Dec. 1 after ATA protested the "arbitrary and discriminatory" requirement of the proposed Standard 17.

ATA testified that ATA was in complete agreement with the stated purposes of the measure "to reduce to the greatest extent possible, the danger of death or injury to school children..." the industry was in complete disagreement that buses that carry school children must be painted National School Bus Yellow.

ATA pointed out that the measure would effectively exclude transit buses from transporting school children and further brought out that transit system buses were infinitely safer than the stereotyped school buses, and were in even greater demand since a large number of students now have to be carried further to comply with the additional requirements of school desegregation.

The House Committee on Public Works agreed with ATA as it recommended to the Department of Transportation that the proposed standard on "pupil transportation safety" and "accident investigation" not be issued in their present form "at this time."

Repeal of Excise Tax

Another victory for the transit industry came late in the year when the ATA-endorsed amendment to repeal the 10% excise tax on city mass transit buses was approved as part of the Revenue Act of 1971.

The measure, authored by Senator Williams, was one of the very few Senate proposals agreed to by the Senate-House conferees.

In introducing the amendment Williams provided figures showing that in 1970 1,442 local transit buses were purchased by public and privately-owned systems. Of this total an estimated 300 were purchased by private systems. The excise tax realized on these buses amounted to less than $1.2 million.

The average 50-passenger city transit bus requires a payment of a federal excise tax of as much as $4,000. This tax must, of course, be passed on to the purchaser as part of the total price.

This, said ATA, is an added cost burden which the privately-owned systems can no longer afford.

Congress agreed.

THE TRANSIT INDUSTRY - 1971

Distribution of Transit Systems by Population Groups (1970 Census)

(Each System is counted only in the population group of the largest city it serves.)

POPULATION GROUP	Rail Transit (Incl. Joint Trolley Coach And/or Motor Bus)	Trolley Coach And Motor Bus Operations Combined	Motor Bus (Exclusively)	GRAND TOTAL
500,000 and over	10	1	**20**	**31**
250,000 – 500,000	2	1	**40**	**43**
100,000 – 250,000	0	0	**80**	**80**
50,000 – 100,000	0	0	**122**	**122**
Less than 50,000	0	0	**402**	**402**
Suburban and Other	3	0	**382**	**385**
TOTAL	15	2	**1,046**	**1,063**

PUBLICLY OWNED SYSTEMS

	1971	**% of Industry**
Number of Systems	151	14%
Operating Revenue (Thous)	$1,444,781	83%
Vehicle Miles Operated (Thous)	1,292,410	70%
Revenue Passgrs. Carried (Thous)	4,617,480	84%
No. of Employees (Avg.)	118,252	85%
Passenger Vehicles Owned (Total)	41,301	68%
Motor Buses	29,982	61%
Subway & Elevated	9,325	100%
Surface Railway	1,176	96%
Trolley Coaches	913	88%

P - Preliminary

TREND OF TRANSIT OPERATIONS

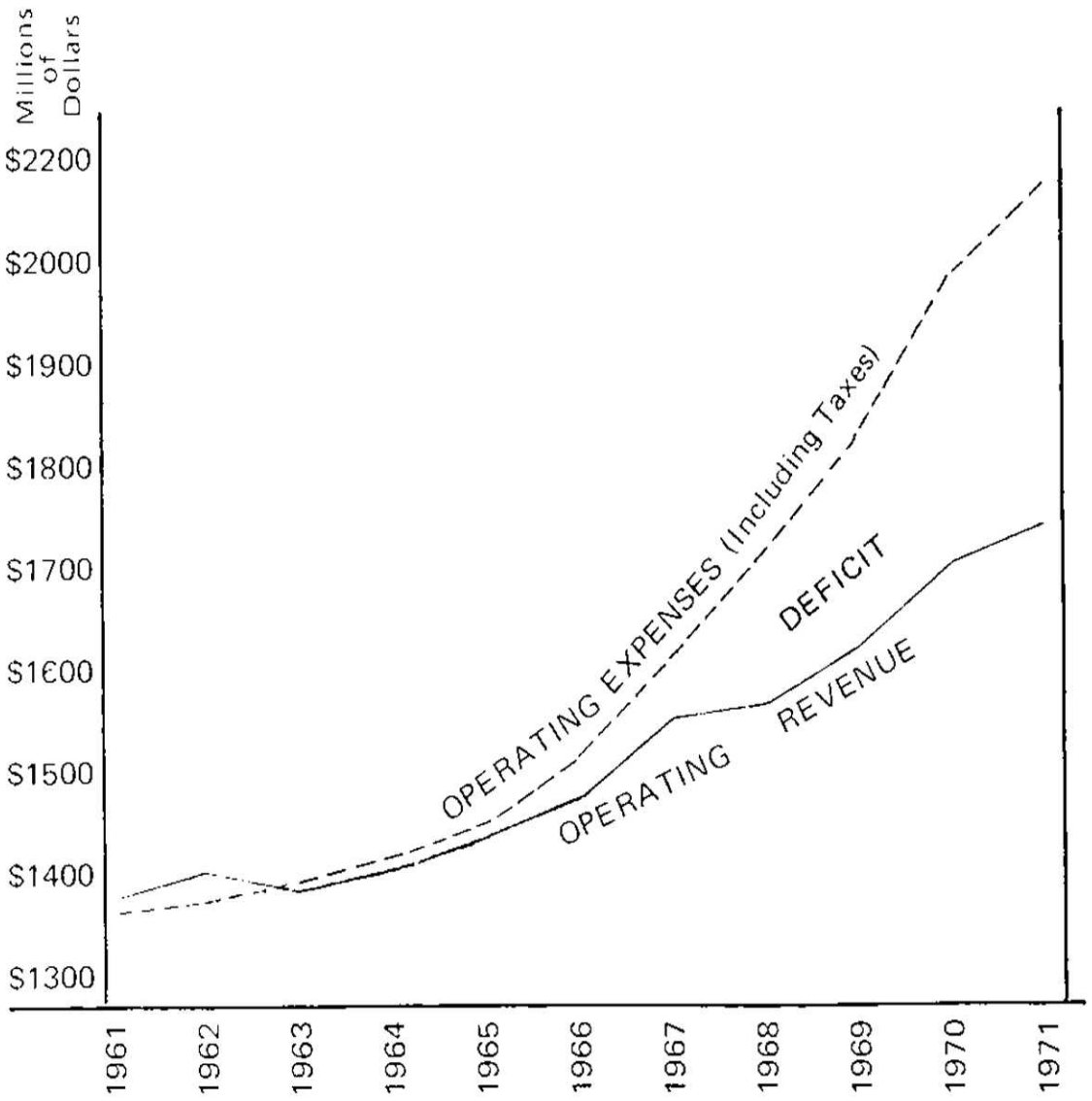
TABLE NO. 1
Results of Operations in the United States
At Five Year Intervals 1935-1955 and Annually 1955-1971

	YEAR	OPERATING REVENUE	OPERATING EXPENSES (Including Depreciation)	NET REVENUE	ALL TAXES	OPERATING INCOME	PERCENT OF OPERATING REVENUE:		
							OPERATING EXPENSES (Including Depreciation)	ALL TAXES	OPERATING INCOME
		(Thousands)	(Thousands)	(Thousands)	(Thousands)	(Thousands)			
	1935	$ 681,400	$ 534,930	$146,470	$ 50,460	$96,010	78.50	7.41	14.09
	1940	737,000	598,030	138,970	62,690	76,280	81.14	8.51	10.35
	1945	1,380,400	1,067,140	313,260	164,530	148,730	77.31	11.92	10.77
	1950	1,452,100	1,296,690	155,410	89,040	66,370	89.30	6.13	4.57
	1955	1,426,400	1,277,370	149,030	93,320	55,710	89.55	6.54	3.91
	1956	1,416,100	1,271,360	144,740	89,050	55,690	89.78	6.29	3.93
	1957	1,385,600	1,261,560	124,040	87,430	36,610	91.05	6.31	2.64
	1958	1,349,500	1,265,850	83,650	77,060	6,590	93.80	5.71	0.49
	1959	1,376,400	1,266,080	110,320	84,700	25,620	91.99	6.15	1.86
	1960	1,407,200	1,289,850	117,350	86,660	30,690	91.66	6.16	2.18
	1961	1,389,700	1,295,770	93,930	77,200	16,730	93.24	5.56	1.20
	1962	1,403,500	1,306,000	97,500	77,800	19,700	93.05	5.54	1.41
	1963	1,390,600	1,312,560	78,040	78,920	(D) 880	94.39	5.68	–
	1964	1,408,100	1,342,580	65,520	77,910	(D) 12,390	95.35	5.53	–
	1965	1,443,800	1,373,760	70,040	80,650	(D) 10,610	95.15	5.59	–
	1966	1,478,500	1,423,760	54,740	91,810	(D) 37,070	96.30	6.21	–
	1967	1,556,000	1,530,864	25,136	91,704	(D) 66,568	98.38	5.89	–
	1968	1,562,739	1,625,314	(D) 62,575	98,497	(D)161,072	104.04	6.37	–
	1969	1,625,633	1,744,989	(D)119,356	101,156	(D)220,512	107.34	6.22	–
	1970	1,707,418	1,891,743	(D)184,325	103,887	(D)288,212	110.80	6.08	–
P	1971	1,740,700	2,040,453	(D)299,753	111,647	(D)411,400	117.20	6.42	–

P Preliminary.

FIGURE I

RESULTS OF TRANSIT OPERATIONS
1961-1971



TRANSIT TAXES IN 1971

TABLE NO. 2

Transit Taxes in 1971

	AMOUNT	PERCENT DISTRIBUTION
Federal Taxes (Total)	**$71,364,760**	63.92%
Income Taxes	11,432,650	10.24
Other Federal Taxes	59,932,110	53.68
State, County and Local Taxes	40,282,240	36.08
TOTAL TAXES	$111,647,000	100.00%

TRANSIT TAXES IN 1970

TABLE NO. 3

Transit Taxes in 1970

	AMOUNT	PERCENT DISTRIBUTION
Federal Taxes (Total)	$66,197,000	63.72%
Income Taxes	11,843,000	11.40
Other Federal Taxes	54,354,000	52.32
State, County and Local Taxes	37,690,000	36.28
TOTAL TAXES	$103,887,000	100.00%

REVENUE PASSENGERS (BY POPULATION GROUPS)

TABLE NO. 4
Revenue Passengers in the United States by Population Groups
At Five Year Intervals 1935-1955 and Annually 1955-1971

YEAR	RAPID TRANSIT (MILLIONS)	SURFACE LINES						TOTAL (MILLIONS)
		500,000 AND OVER (MILLIONS)	250,000-500,000 (MILLIONS)	100,000-250,000 (MILLIONS)	50,000-100,000 (MILLIONS)	LESS THAN 50,000 (MILLIONS)	SUBURBAN AND OTHER (MILLIONS)	
1935 . . .	2,252	4,050	1,113	840	532	179	816	9,782
1940 . . .	2,282	4,305	1,312	1,020	742	291	552	10,504
1945 . . .	2,555	6,969	2,920	2,359	1,899	932	1,348	18,982
1950* . . .	2,113	5,207	2,007	1,585	1,323	728	882	13,845
1955* . . .	1,741	3,478	1,286	953	786	360	585	9,189
1956* . . .	1,749	3,368	1,179	866	715	324	555	8,756
1957* . . .	1,706	3,274	1,078	811	655	285	529	8,338
1958* . . .	1,635	3,095	984	720	596	254	494	7,778
1959* . . .	1,647	3,057	956	696	582	240	472	7,650
1960* . . .	1,670	2,997	911	691	554	230	468	7,521
1961** . . .	1,680	3,089	701	523	554	217	478	7,242
1962** . . .	1,704	3,029	680	496	533	212	468	7,122
1963** . . .	1,661	2,990	642	462	504	205	451	6,915
1964** . . .	1,698	2,991	612	432	486	194	441	6,854
1965** . . .	1,678	3,000	606	416	474	192	432	6,798
1966** . . .	1,584	3,003	608	413	483	194	386	6,671
1967** . . .	1,632	2,945	597	409	469	190	374	6,616
1968** . . .	1,627	2,886	581	396	455	171	375	6,491
1969** . . .	1,656	2,787	565	365	422	150	365	6,310
1970*** . . .	1,574	2,610	529	342	395	140	342	5,932
P 1971*** . . .	1,494	2,399	739	234	196	107	328	5,497

*Population distribution based upon 1950 census. **Population distribution based upon 1960 census. P Preliminary.
***Population distribution based on 1970 census.

TREND OF TOTAL PASSENGERS

TABLE NO. 5
Total Passengers Carried on Transit Lines of the United States
At Five Year Intervals 1940-1955 and Annually 1955-1971

	CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
	1940 . .	5,943	2,382	8,325	534	4,239	13,098
	1945 . .	9,426	2,698	12,124	1,244	9,886	23,254
	1950 . .	3,904	2,264	6,168	1,658	9,420	17,246
	1955 . .	1,207	1,870	3,077	1,202	7,250	11,529
	1956 . .	876	1,880	2,756	1,142	7,043	10,941
	1957 . .	679	1,843	2,522	993	6,874	10,389
	1958 . .	572	1,815	2,387	843	6,502	9,732
	1959 . .	521	1,828	2,349	749	6,459	9,557
	1960 . .	463	1,850	2,313	657	6,425	9,395
	1961 . .	434	1,855	2,289	601	5,993	8,883
	1962 . .	393	1,890	2,283	547	5,865	8,695
	1963 . .	329	1,836	2,165	413	5,822	8,400
	1964 . .	289	1,877	2,166	349	5,813	8,328
	1965 . .	276	1,858	2,134	305	5,814	8,253
	1966 . .	282	1,753	2,035	284	5,764	8,083
	1967 . .	263	1,938	2,201	248	5,723	8,172
	1968 . .	253	1,928	2,181	228	5,610	8,019
	1969 . .	249	1,980	2,229	199	5,375	7,803
	1970 . .	235	1,881	2,116	182	5,034	7,332
P	1971	222	1,778	2,000	148	4,699	6,847

TREND OF REVENUE PASSENGERS

TABLE NO. 6
Revenue Passengers Carried on Transit Lines of the United States
At Five Year Intervals 1940-1955 and Annually 1955-1971

	CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
	1940 . .	4,182.5	2,281.9	5,464.4	419.2	3,620.1	10,503.7
	1945 . .	7,080.9	2,555.1	9,636.0	1,001.2	8,344.7	18,981.9
	1950 . .	2,790.0	2,113.0	4,903.0	1,261.0	7,681.0	13,845.0
	1955 . .	845.0	1,741.0	2,586.0	869.0	5,734.0	9,189.0
	1956 . .	625.0	1,749.0	2,374.0	814.0	5,568.0	8,756.0
	1957 . .	491.0	1,706.0	2,197.0	703.0	5,438.0	8,338.0
	1958 . .	415.0	1,635.0	2,050.0	593.0	5,135.0	7,778.0
	1959 . .	378.0	1,647.0	2,025.0	517.0	5,108.0	7,650.0
	1960 . .	335.0	1,670.0	2,005.0	447.0	5,069.0	7,521.0
	1961 . .	323.0	1,680.0	2,003.0	405.0	4,834.0	7,242.0
	1962 . .	284.0	1,704.0	1,988.0	361.0	4,773.0	7,122.0
	1963 . .	238.0	1,661.0	1,899.0	264.0	4,752.0	6,915.0
	1964 . .	213.0	1,698.0	1,911.0	214.0	4,729.0	6,854.0
	1965 . .	204.0	1,678.0	1,882.0	186.0	4,730.0	6,798.0
	1966 . .	211.0	1,584.0	1,795.0	174.0	4,702.0	6,671.0
	1967 . .	196.0	1,632.0	1,828.0	155.0	4,633.0	6,616.0
	1968 . .	187.3	1,627.0	1,814.3	152.2	4,524.5	6,491.0
	1969 . .	183.4	1,656.3	1,839.7	135.3	4,335.3	6,310.3
	1970 . .	172.4	1,573.5	1,745.9	127.5	4,058.3	5,931.7
P	1971	155.1	1,494.0	1,649.1	113.1	3,734.8	5,497.0

P Preliminary

TREND OF OPERATING REVENUE

TABLE NO. 7
Trend and Distribution of Transit Operating Revenue in the United States
At Five Year Intervals 1940-1955 and Annually 1955-1971

	CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
	1940 . .	327.8	128.3	456.1	25.0	255.9	737.0
	1945 . .	560.1	149.4	709.5	68.4	602.5	1,380.4
	1950 . .	361.7	216.4	578.1	122.0	752.0	1,452.1
	1955 . .	175.5	264.3	439.8	130.8	855.8	1,426.4
	1956 . .	139.4	271.4	410.8	127.6	877.7	1,416.1
	1957 . .	115.3	267.6	382.9	116.4	886.3	1,385.6
	1958 . .	99.1	266.5	365.6	103.2	880.7	1,349.5
	1959 . .	93.0	272.2	365.2	91.0	920.2	1,376.4
	1960 . .	87.6	281.8	369.4	81.9	955.9	1,407.2
	1961 . .	79.9	285.7	365.6	78.7	945.4	1,389.7
	1962 . .	73.3	293.0	366.3	76.0	961.2	1,403.5
	1963 . .	61.2	287.4	348.6	56.2	985.8	1,390.6
	1964 . .	55.6	295.8	351.4	46.4	1,010.3	1,408.1
	1965 . .	55.7	310.1	365.8	41.7	1,036.3	1,443.8
	1966 . .	58.7	306.5	365.2	39.2	1,074.1	1,478.5
	1967 . .	52.5	352.0	404.5	35.6	1,115.9	1,556.0
	1968 . .	53.1	358.2	411.3	35.9	1,115.5	1,562.7
	1969 . .	54.8	380.4	435.3	32.5	1,157.9	1,625.6
	1970 . .	55.2	384.4	439.6	31.5	1,236.3	1,707.4
P	1971	48.8	379.4	428.2	32.3	1,280.2	1,740.7

TREND OF PASSENGER REVENUE

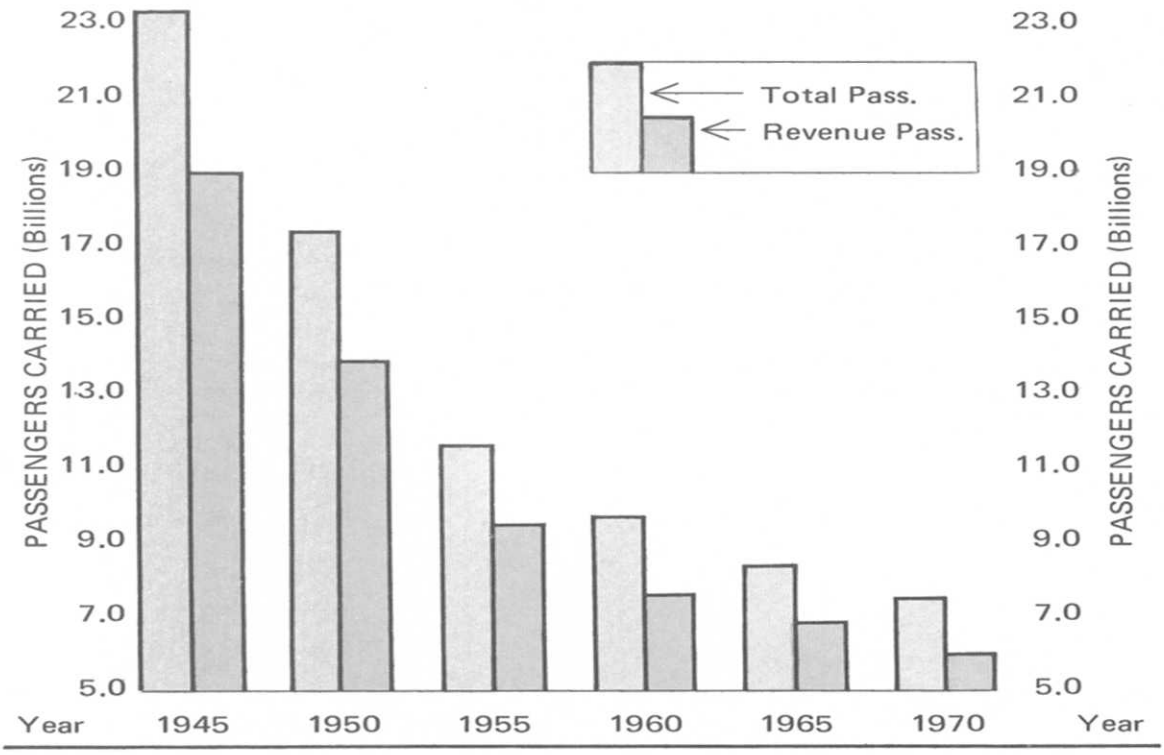
TABLE NO. 8
Trend and Distribution of Transit Operating Revenue in the United States
At Five Year Intervals 1935-1955 and Annually 1955-1971

	CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
	1935 . .	$357.8	$127.8	$485.6	$ 5.5	$151.2	$642.3
	1940 . .	304.0	123.8	427.8	24.9	248.8	701.5
	1945 . .	513.4	142.3	655.7	68.0	590.0	1,313.7
	1950 . .	322.4	209.6	532.0	120.6	734.2	1,386.8
	1955 . .	146.6	257.5	404.1	128.5	826.3	1,358.9
	1956 . .	117.1	264.2	381.3	124.5	845.3	1,351.1
	1957 . .	97.0	260.5	357.5	112.7	849.6	1,319.8
	1958 . .	83.5	259.4	342.9	100.1	839.2	1,282.2
	1959 . .	78.5	262.9	341.4	89.9	877.0	1,308.3
	1960 . .	74.0	269.6	343.6	81.0	910.3	1,334.9
	1961 . .	73.1	273.5	346.6	76.5	897.8	1,320.9
	1962 . .	66.3	280.1	346.4	73.7	910.1	1,330.2
	1963 . .	54.8	274.6	329.4	54.7	932.2	1,316.3
	1964 . .	48.3	282.3	330.6	45.0	950.4	1,326.0
	1965 . .	48.6	279.0	327.6	40.6	971.9	1,340.1
	1966 . .	51.8	297.0	348.8	38.5	998.1	1,385.4
	1967 . .	44.8	340.4	385.2	34.9	1,037.3	1,457.4
	1968 . .	44.0	341.7	385.7	34.8	1,049.7	1,470.2
	1969 . .	45.9	362.5	408.4	31.5	1,114.8	1,554.7
	1970 . .	46.6	368.5	415.1	30.4	1,193.6	1,639.1
P	1971	40.1	363.8	403.9	31.2	1,226.8	1,661.9

P Preliminary

FIGURE II

PATRONAGE TRENDS 1945 - 1970



TREND OF AVERAGE FARE

TABLE NO. 9
Trend of Average Fare (Passenger Revenue/Revenue Passengers)
At Five Year Intervals 1935-1955 and Annually 1955-1971

	CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE	SUBWAY & ELEVATED	TOTAL			
	1935	6.94¢	5.67¢	6.55¢	7.19¢	6.58¢	6.57¢
	1940	7.27	5.43	7.83	5.94	6.87	6.68
	1945	7.25	5.57	6.80	6.79	7.07	6.92
	1950	11.56	9.92	10.85	9.56	9.56	10.02
	1955	17.35	14.79	15.63	14.79	14.41	14.79
	1956	18.74	15.11	16.06	15.29	15.18	15.43
	1957	19.76	15.27	16.27	16.03	15.62	15.83
	1958	20.12	15.87	16.73	16.88	16.34	16.48
	1959	20.77	15.96	16.86	17.39	17.17	17.10
	1960	22.09	16.14	17.14	18.12	17.96	17.75
	1961	22.63	16.28	17.30	18.89	18.57	18.24
	1962	23.35	16.44	17.42	20.42	19.07	18.68
	1963	23.03	16.35	17.35	20.72	19.62	19.04
	1964	22.68	16.63	17.30	21.03	20.10	19.35
	1965	23.82	16.63	17.41	21.83	20.55	19.71
	1966	24.55	18.75	19.43	22.13	21.23	20.77
	1967	22.86	20.86	21.07	22.52	22.39	22.03
	1968	23.49	21.00	21.26	22.86	23.20	22.65
	1969	25.03	21.89	22.20	23.28	25.71	24.64
	1970	27.03	23.42	23.78	23.84	29.41	27.63
P	1971	25.85	24.17	24.33	27.59	32.23	29.78

P Preliminary

FIGURE III
AVERAGE FARE/REVENUE PASSENGER
1935 - 1970

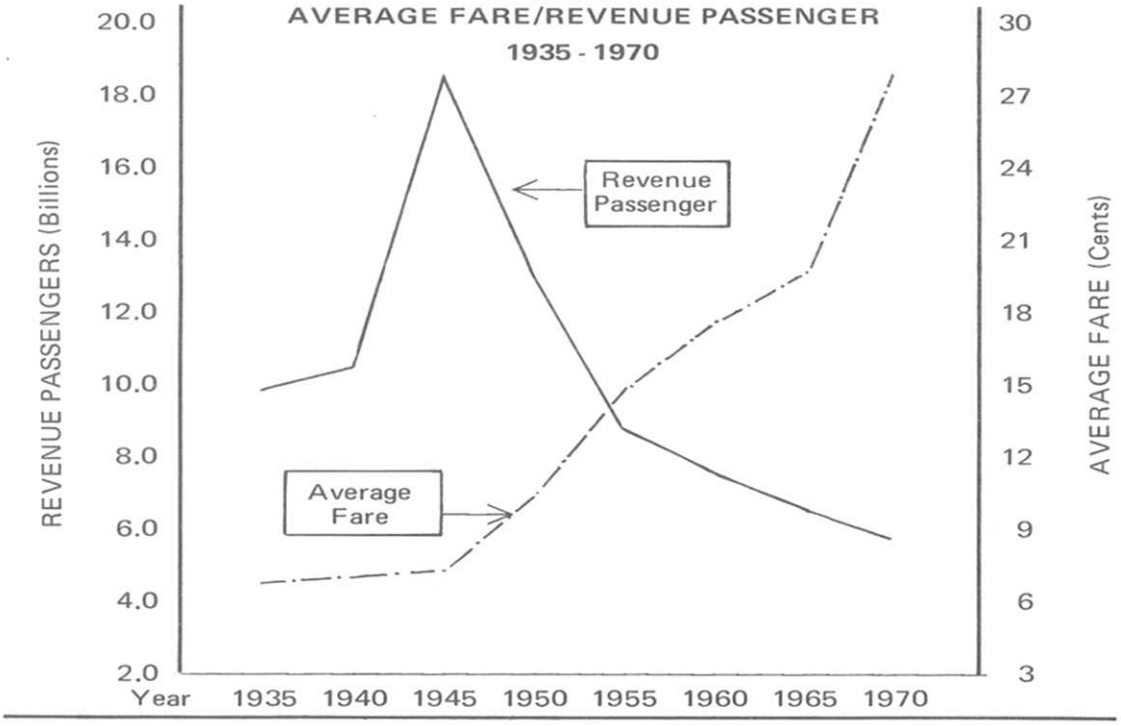


FIGURE IV

OPERATING REVENUE/COST PER REVENUE PASSENGER 1945-1970

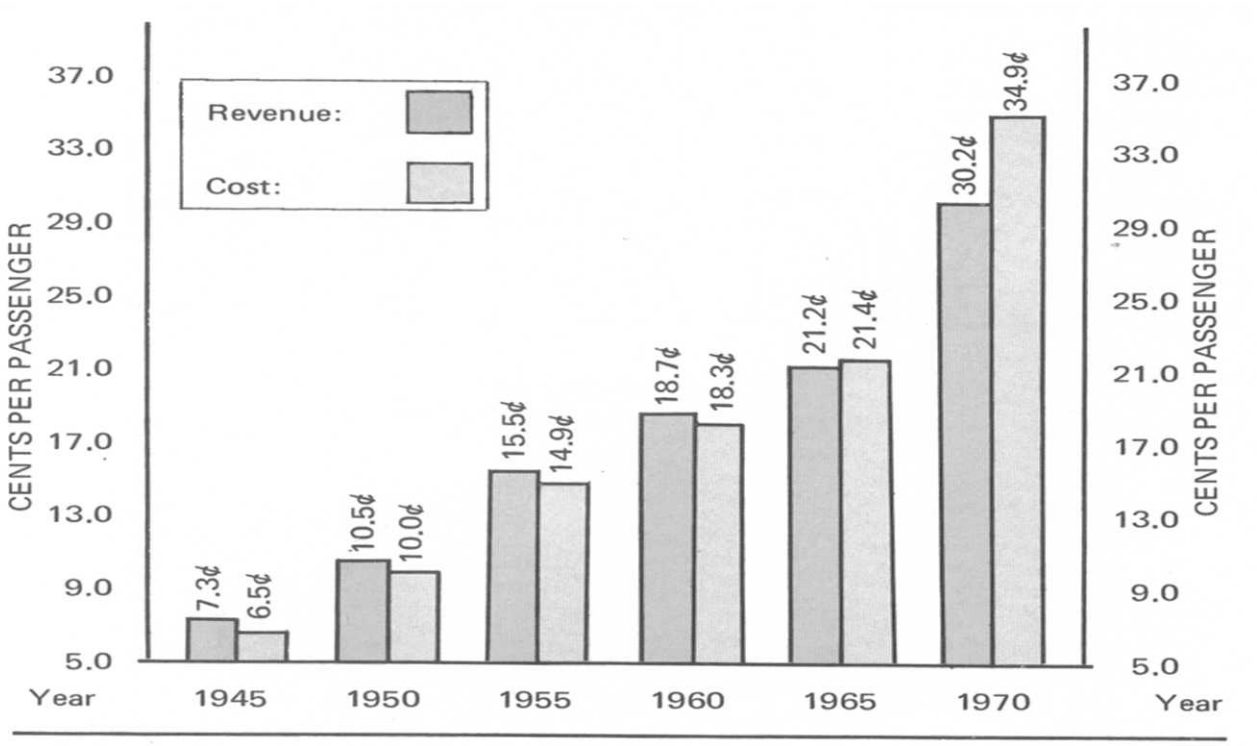
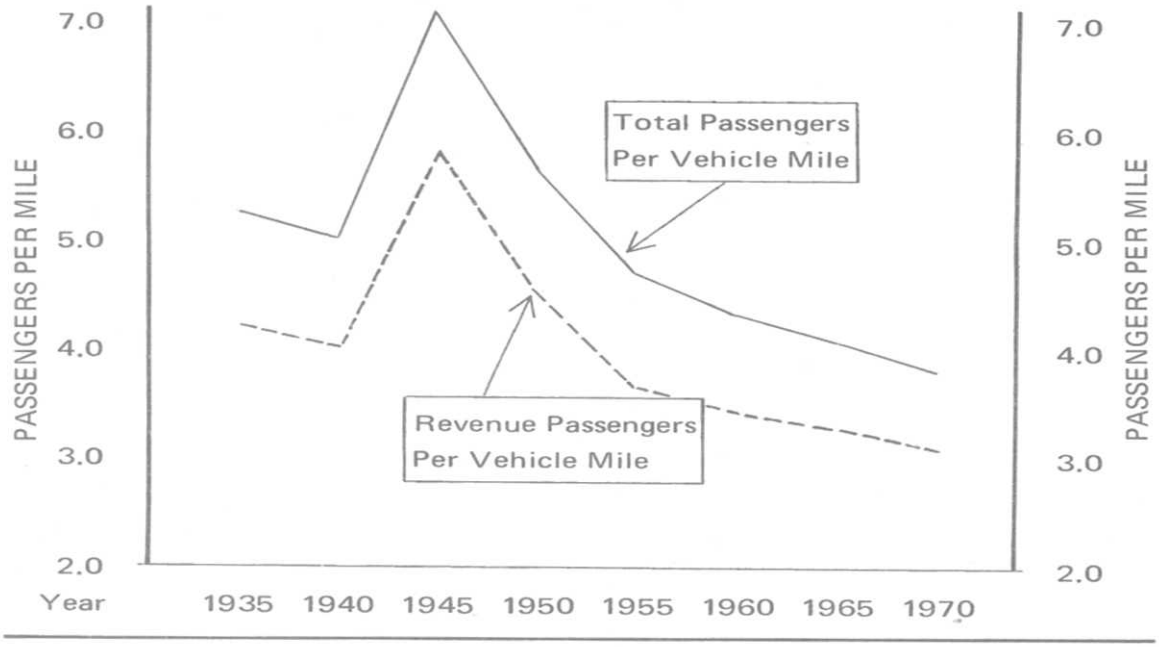


FIGURE V

PASSENGER PER MILE TRENDS 1935 - 1970



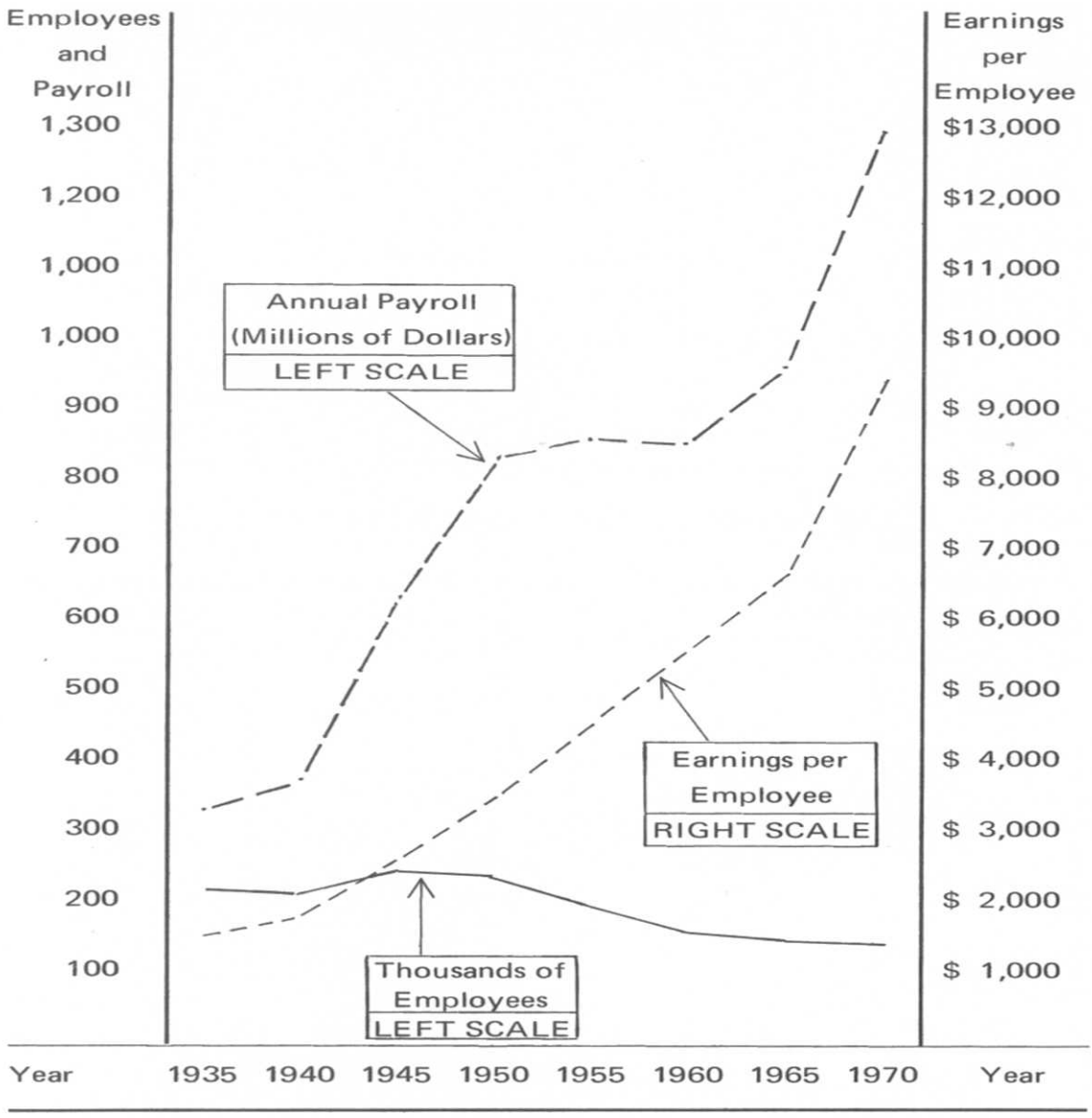
EMPLOYMENT AND PAYROLL

TABLE NO. 10
Number of Employees, Annual Payroll and Average Annual Earnings per Employee in the Transit Industry of the United States
At Five Year Intervals 1935-1955 and Annually 1955-1971

	YEAR	AVERAGE NUMBER OF EMPLOYEES	PAYROLL	AVERAGE ANNUAL EARNINGS PER EMPLOYEE
	1935	209,000	$321,000,000	$1,536
	1940	203,000	360,000,000	1,773
	1945	242,000	632,000,000	2,612
	1950	240,000	835,000,000	3,479
	1955	198,000	864,000,000	4,364
	1956	186,000	852,000,000	4,581
	1957	177,000	840,000,000	4,746
	1958	165,000	831,000,000	5,036
	1959	159,100	832,000,000	5,229
	1960	156,400	857,300,000	5,481
	1961	151,800	856,400,000	5,642
	1962	149,100	878,100,000	5,889
	1963	147,200	892,300,000	6,062
	1964	144,800	916,900,000	6,332
	1965	145,000	963,500,000	6,645
	1966	144,300	994,900,000	6,895
	1967	146,100	1,055,100,000	7,222
	1968	143,590	1,109,500,000	7,727
	1969	140,860	1,183,807,000	8,404
	1970	138,040	1,274,109,000	9,230
P	1971	139,120	$1,393,148,000	$10,014

P Preliminary

FIGURE VI
TRANSIT INDUSTRY
EMPLOYMENT AND EMPLOYEE EARNINGS



TREND OF VEHICLE MILES OPERATED

TABLE NO. 11
Revenue Vehicle Miles Operated in the United States
by Each Type of Transit Vehicle
At Five Year Intervals 1935-1955 and Annually 1955-1971

	CALEN-DAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)	(Millions)	(Millions)	(Millions)
	1935 . .	1,147.7	438.6	1,586.3	14.6	711.1	2,312.0
	1940 . .	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0
	1945 . .	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8
	1950 . .	463.1	443.4	906.5	205.7	1,895.4	3,007.6
	1955 . .	178.3	382.8	561.1	176.5	1,709.9	2,447.5
	1956 . .	132.9	387.1	520.0	165.7	1,680.9	2,366.6
	1957 . .	106.6	388.0	494.6	146.5	1,648.4	2,289.5
	1958 . .	89.9	386.5	476.4	131.0	1,593.6	2,201.0
	1959 . .	81.3	388.7	470.0	112.4	1,576.5	2,158.9
	1960 . .	74.8	390.9	465.7	100.7	1,576.4	2,142.8
	1961 . .	69.4	385.1	454.5	92.9	1,529.7	2,077.1
	1962 . .	61.5	386.7	448.2	84.0	1,515.2	2,047.4
	1963 . .	48.9	387.3	436.2	62.4	1,523.1	2,021.7
	1964 . .	42.9	395.8	438.7	49.2	1,527.9	2,015.8
	1965 . .	41.6	395.3	436.9	43.0	1,528.3	2,008.2
	1966 . .	42.9	378.9	421.8	40.1	1,521.7	1,983.6
	1967 . .	37.8	396.5	434.3	36.5	1,526.0	1,996.8
	1968 . .	37.5	406.8	444.3	36.2	1,508.2	1,988.7
	1969 . .	36.0	416.6	452.6	35.8	1,478.3	1,966.7
	1970 . .	33.7	407.1	440.8	33.0	1,409.3	1,883.1
P	1971	32.7	407.4	440.0	30.8	1,375.5	1,846.3

P Preliminary

FEDERAL COMMITMENT: CAPITAL GRANTS–1971

TABLE NO. 12

Number of Capital Grants	67
Total Federal Commitment	$485.7 million
Federal Commitment by Type	
Bus & Acquisition	$179.7 million
Rail	243.7 million
New Systems	60.0 million
Other	2.3 million

FIGURE VII
APPROVED CAPITAL GRANT EQUIPMENT PURCHASES

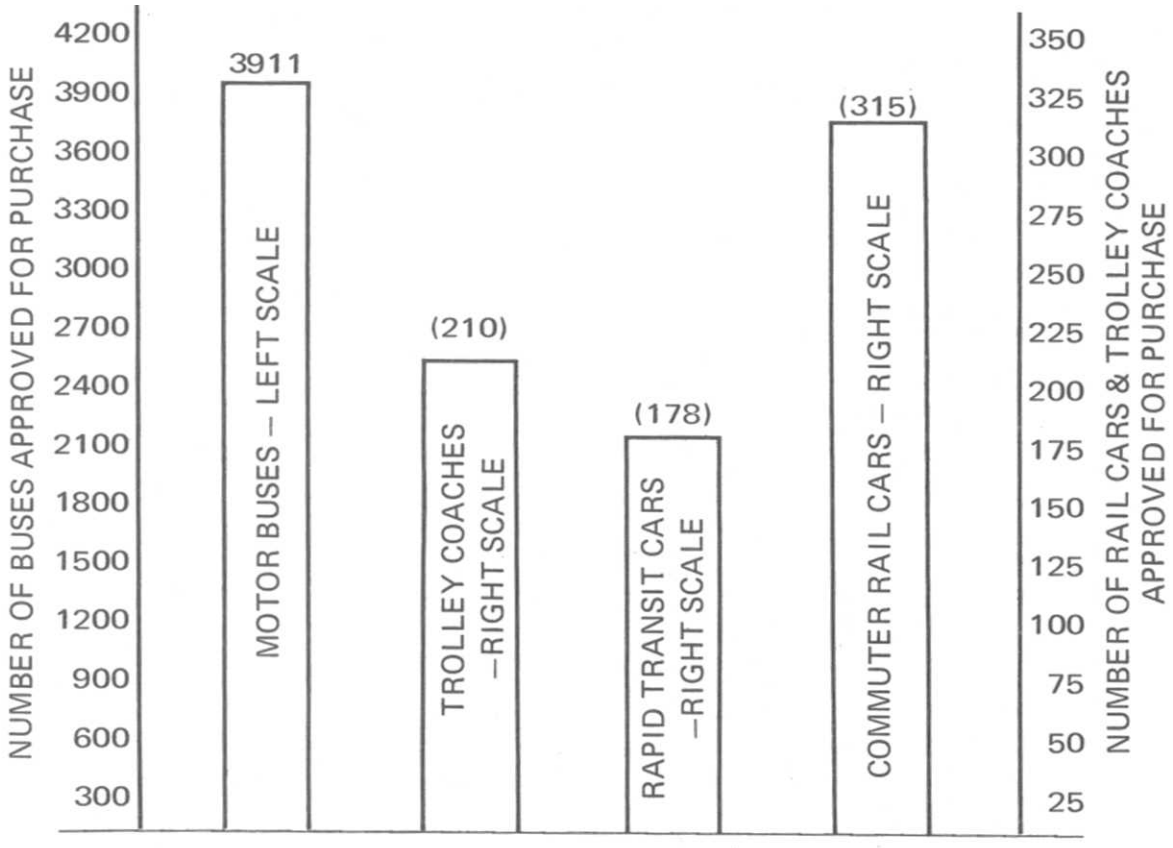


FIGURE IX **BUS AGE PROFILE - 1971 Estimate**

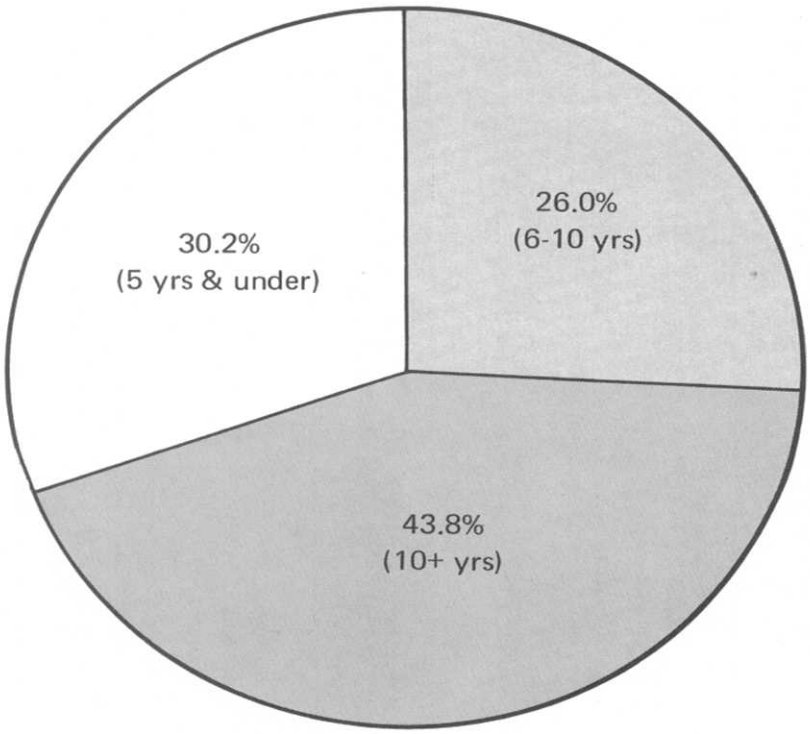


TABLE NO. 13
New Passenger Equipment Delivered to Transit Systems in the United States
Annually 1940-1971

	CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	GRAND TOTAL
		SURFACE	SUBWAY & ELEVATED	TOTAL			
	1940 . .	463	189	652	618	3,984	5,254
	1941 . .	462	0	462	227	5,600	6,289
	1942 . .	284	0	284	356	7,200	7,840
	1943 . .	32	0	32	116	1,251	1,399
	1944 . .	284	0	284	60	3,807	4,151
	1945 . .	332	0	332	161	4,441	4,934
	1946 . .	421	0	421	266	6,463	7,150
	1947 . .	626	2	628	955	12,029	13,612
	1948 . .	478	248	726	1,430	7,009	9,165
	1949 . .	273	415	688	680	3,358	4,726
	1950 . .	4	199	203	179	2,668	3,050
	1951 . .	56	140	196	600	4,552	5,348
	1952 . .	19	0	19	224	1,749	1,992
	1953 . .	0	0	0	0	2,246	2,246
	1954 . .	0	260	260	0	2,225	2,485
	1955 . .	0	288	288	43	2,098	2,429
	1956 . .	0	376	376	0	2,759	3,135
	1957 . .	0	469	469	0	1,946	2,415
	1958 . .	0	428	428	0	1,698	2,126
	1959 . .	0	210	210	0	1,537	1,747
	1960 . .	0	416	416	0	2,806	3,222
	1961 . .	0	468	468	0	2,415	2,883
	1962 . .	0	406	406	0	2,000	2,406
	1963 . .	0	658	658	0	3,200	3,858
	1964 . .	0	640	640	0	2,500	3,140
	1965 . .	0	580	580	0	3,000	3,580
	1966 . .	0	179	179	0	3,100	3,279
	1967 . .	0	85	85	0	2,500	2,585
	1968 . .	0	384	384	0	2,228	2,612
	1969 . .	0	650	650	0	2,230	2,880
	1970 . .	0	308	308	0	1,442	1,750
P	1971	0	250	250	1	2,514	2,764

P Preliminary

SIZE OF NEW BUSES

TABLE NO. 14
Number of Buses in Each Size Class Delivered in the Years 1943-1971

	YEAR	UNDER 21 SEATS	29 SEATS OR LESS	30-39 SEATS	40 SEATS OR MORE	TOTAL
	1943	*	847	179	225	1,251
	1944	*	2,423	369	1,015	3,807
	1945	*	1,757	1,183	1,501	4,441
	1946	*	1,849	2,429	2,185	6,463
	1947	*	1,951	3,717	6,361	12,029
	1948	*	523	2,144	4,342	7,009
	1949	*	289	1,344	1,725	3,358
	1950	*	205	852	1,611	2,668
	1951	*	148	1,711	2,693	4,552
	1952	*	36	458	1,165	1,749
	1953	*	30	499	1,717	2,246
	1954	*	22	359	1,844	2,225
	1955	*	8	229	1,861	2,098
	1956	*	8	162	2,589	2,759
	1957	*	0	129	1,817	1,946
	1958	*	2	177	1,419	1,698
	1959	*	1	157	1,379	1,537
	1960	*	0	173	2,633	2,806
	1961	*	0	105	2,310	2,415
	1962	*	4	76	1,920	2,000
	1963	*	18	97	3,085	3,200
	1964	*	0	169	2,331	2,500
	1965	*	6	225	2,769	3,000
	1966	*	36	312	2,752	3,100
	1967	*	32	260	2,208	2,500
	1968	*	63	171	1,994	2,228
	1969	*	65	163	2,002	2,230
	1970	*	77	73	1,274	1,442
P	1971	65	30	70	2,349	2,514

P Preliminary

* Data not available

TREND OF TRANSIT EQUIPMENT OWNED

TABLE NO. 15
Trends of Transit Passenger Equipment in the United States by Types of Equipment
At Five Year Intervals 1935-1955 and Annually 1955-1971

	AS OF DECEMBER 31ST	RAILWAY CARS			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
		SURFACE	SUBWAY & ELEVATED	TOTAL			
	1935 . .	40,050	10,416	50,466	578	23,800	74,844
	1940 . .	26,630	11,032	37,662	2,802	35,000	75,464
	1945 . .	26,160	10,217	36,377	3,711	49,670	89,758
	1950 . .	13,228	9,758	22,986	6,504	56,820	86,310
	1955 . .	5,300	9,232	14,532	6,157	52,400	73,089
	1956 . .	3,970	9,255	13,225	5,748	51,400	70,373
	1957 . .	3,601	9,158	12,759	5,412	50,800	68,971
	1958 . .	3,108	9,093	12,201	4,848	50,100	67,149
	1959 . .	2,983	9,000	11,983	4,297	49,500	65,780
	1960 . .	2,856	9,010	11,866	3,826	49,600	65,292
	1961 . .	2,341	9,078	11,419	3,593	49,000	64,012
	1962 . .	2,219	8,865	11,084	3,161	48,800	63,045
	1963 . .	1,756	8,878	10,634	2,155	49,400	62,189
	1964 . .	1,553	9,061	10,614	1,865	49,200	61,679
	1965 . .	1,549	9,115	10,664	1,453	49,600	61,717
	1966 . .	1,407	9,273	10,680	1,326	50,130	62,136
	1967 . .	1,388	9,257	10,645	1,244	50,180	62,069
	1968 . .	1,355	9,390	10,745	1,185	50,000	61,930
	1969 . .	1,322	9,343	10,665	1,082	49,600	61,347
	1970 . .	1,262	9,338	10,600	1,050	49,700	61,350
P	1971	1,225	9,325	10,350	1,037	49,150	60,737

TABLE NO. 16
Electrical Energy and Motor Fuel Consumed by the Transit Industry of the United States
At Five Year Intervals 1940-1955 and Annually 1955-1971

	CALENDAR YEAR	KILOWATT HOURS CONSUMED (IN MILLIONS)				GALLONS OF MOTOR FUEL USED (IN THOUSANDS)		
		RAPID TRANSIT	SURFACE RAILWAY	TROLLEY COACH	TOTAL	GASOLINE	DIESEL OIL	PROPANE
	1940 . .	1,977	4,050	307	6,334	*	*	0
	1945 . .	1,966	4,547	520	7,033	510,000	11,800	0
	1950 . .	2,000	2,410	841	5,251	(a)430,000	98,600	(a)
	1955 . .	1,900	910	720	3,530	246,000	172,600	30,300
	1956 . .	1,960	700	680	3,340	219,400	183,500	30,300
	1957 . .	1,980	560	600	3,140	198,400	190,000	34,200
	1958 . .	2,073	485	535	3,093	181,700	192,700	35,100
	1959 . .	2,067	431	464	2,962	167,800	196,600	36,600
	1960 . .	2,098	393	417	2,908	153,600	208,100	38,300
	1961 . .	2,108	362	381	2,851	125,900	217,500	35,700
	1962 . .	2,115	325	346	2,786	108,400	229,000	36,100
	1963 . .	2,125	255	262	2,642	102,500	235,300	35,900
	1964 . .	2,171	222	204	2,597	95,900	242,200	33,400
	1965 . .	2,185	218	181	2,584	91,500	248,400	32,700
	1966 . .	2,075	226	166	2,467	76,000	256,000	33,600
	1967 . .	2,194	180	157	2,531	57,800	270,300	33,000
	1968 . .	2,250	179	157	2,586	45,700	274,200	32,200
	1969 . .	2,291	173	154	2,618	40,000	273,800	31,600
	1970 . .	2,261	157	143	2,561	37,200	270,600	31,000
P	1971	2,262	153	141	2,556	29,400	256,800	26,500

* Data not available P Preliminary (a) Propane included with gasoline.

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